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ABSTRACT

The present invention relates to an airbag cushion, which simultaneously exhibits a very low amount of fabric utilized to produce the target airbag cushion in correlation to an overall high amount of available inflation airspace within the cushion itself. These two correlative elements are now combined for the first time in what is defined as an effective fabric usage index (being the quotient of the amount of fabric utilized in the construction of the airbag cushion and the available inflation airspace volume). The inventive airbag cushion must possess an effective fabric usage factor of at most 0.0330. A cushion exhibiting such low seam usage and fabric usage factors and also comprising an integrated looped pocket for the disposition of an inflator can is also provided as well as an overall vehicle restraint system comprising the inventive airbag cushion.